

25X1A

P20  
S28

## INFORMATION REPORT

CD NO.

COUNTRY: USSR (Estonian SSR)

DATE DISTR. 5 DEC 50

SUBJECT: Tallinn Naval Shipyard

NO. OF PAGES 2

PLACE ACQUIRED: [REDACTED]

NO. OF ENCLS. (LISTED BELOW) 3

DATE OF INFO.: [REDACTED]

25X1X

SUPPLEMENT TO REPORT NO.

25X1A

THIS DOCUMENT CONTAINS INFORMATION RELATING TO THE SPYING ACT OF 1950, U.S.C. § 711 AND § 712 AS AMENDED. NO TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE: [REDACTED]

25X1X

1. Location. The Tallinn naval repair yard is situated directly on the Baltic coast, west of the actual harbor and also west of the old and new power stations. (See Attachment III for map of the yard in relation to nearby installations.)
2. Installations. (See Attachments I and II for description and map of individual installations.) The shipyard, which covers an area of about 350 x 300 meters, was allegedly constructed from a former spinning mill after World War I. During World War II all of the pier installations were destroyed. These, as well as a small wooden pier ("Holzster") for docking smaller boats, have been rebuilt since 1945. However, no other new construction has been undertaken, and parts of the shipyard, particularly the building slips, have been seriously neglected. Only pulley blocks with inadequate mechanical power are available on the slips for raising ships out of the water; hence heavier ships, if they are damaged on the side, must be taken to the naval yard in Ironstadt. However, Tallinn can make mechanical and internal repairs on heavy ships. Sometimes a 75 ton floating crane is brought in to remove heavy machinery. The workshops [REDACTED] are thoroughly efficient and have much new equipment, including metal-working machines obtained from American Lend-Lease and German work-benches, [REDACTED]
3. Electricity for the installations is obtained from the power stations just east of the shipyard. The yard is equipped with full-gauge railway spurs but has no locomotives of its own. Part of the tracks has been so neglected that locomotives cannot be used there. Cars are pushed by hand.
4. Production. The shipyard is devoted exclusively to making repairs for Soviet naval vessels. All ship machinery, auxiliary machines, and pump installations are repaired here. Repair work on the hulls of larger ships cannot be undertaken here because there is no dry-dock and no adequate lifting equipment. The dry-dock west of the actual Tallinn harbor installations has been used by the navy to repair small former German destroyers and torpedo boats, but the

CLASSIFICATION CONFIDENTIAL

STATE # <input checked="" type="checkbox"/>	NAVY # <input checked="" type="checkbox"/>	NSRB <input checked="" type="checkbox"/>	DISTRIBUTION		
ARMY # <input checked="" type="checkbox"/>	AIR # <input checked="" type="checkbox"/>	FBI <input checked="" type="checkbox"/>			

Document No. [REDACTED]	8
No Change in Class. <input checked="" type="checkbox"/>	
<input type="checkbox"/> Declassified	
Class. Changed To: TS S C	
Auth: HR 70-3	
Date: 27-2-78	
By: 31	

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

25X1A

25X1X

capacity of this dry-dock is limited. [REDACTED]  
 the repair station serviced, among others, the following types of ships:  
 cable-laying vessels, transoceanic tugs, mine sweepers, and the flat ship  
Embla, which is a former luxury liner built in Sweden or Finland, outfitted in  
 Tallinn with new equipment. During 1948-1949 there were 15 in at anchor in  
 front of the naval repair installations the following ships, most of which  
 were awaiting mechanical repairs: a few small Soviet submarines, the Soviet  
 submarine supply ship Irtish, and the Finnish gunboat Viborg, which is  
 equipped with four 200 mm guns and four 88 mm twin-barreled AA guns. Drawn up  
 on the slips for repairs were smaller vessels, such as landing or patrol boats  
 with wooden hulls (Holzraten). These have a powerful diesel engine and two  
 30 or 40 mm guns (possibly AA) and a heavy 20 mm NC. During the winter, the  
 slips were generally filled with such vessels, which were put back in the  
 water again in spring. General overhauling of machinery on fairly large  
 vessels required three months, but six months was necessary for ships of the  
 middle class and up. In late autumn 1948, the former German cruiser  
Nürnberg was so quickly overhauled that it could begin its further journey to  
 Kronstadt for other repairs.

6. Management. The naval repair station is under the control of a Soviet naval  
 colonel (Kapitänleutnant), and it is also visited frequently by outside officers,  
 including an admiral who appears regularly.
7. Personnel. Approximately 300 - 1000 men are employed here during the months  
 in which work is especially heavy. Included in this figure are the 250 or so  
 German PIs working in the shipyard. Other employees were ~~German~~ and  
 Estonian civilians and also sailors from Tallinn. The work was carried out  
 in single and double shifts, which often lasted 10 - 14 hours.

25X

Incl. - 1 key to map  
 2 maps